

### **REMARKS**

Claims 1, 2 and 4-6 are now pending in the application. Applicants have amended claim 1 and canceled claim 3 herein. In addition, applicants have amended Fig. 10 in the manner requested by the Examiner. Favorable reconsideration of the application, as amended, is respectfully requested.

#### ***I. REJECTION OF CLAIMS 1-6 UNDER 35 USC §112, 2<sup>nd</sup> ¶***

Claims 1-6 stand rejected under 35 USC §112, second paragraph, as being indefinite. Applicants respectfully request withdrawal of the rejection for at least the following reasons.

The Examiner indicates that the phrase “the at least one arm is provided in the sub chassis” in claim 1 is vague and ambiguous. In order to eliminate any perceived indefiniteness, applicants have amended claim 1 to recite “the at least one arm is provided on the sub chassis.

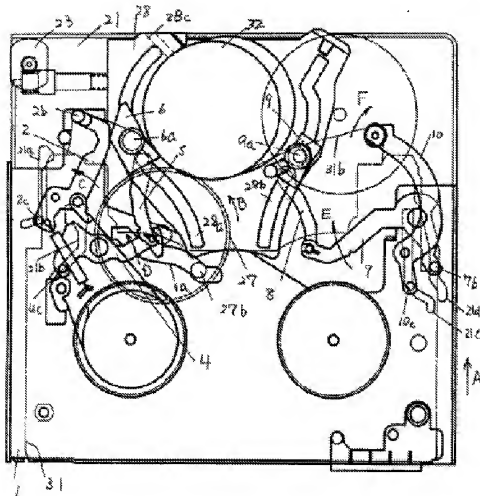
For example, the present application describes how “[a] sub chassis 1 has a TR arm 2, an S boat 6, a T boat 9 and a T3 arm 10 provided thereon”. (Emphasis added).

For at least the above reasons, applicants respectfully request withdrawal of the rejection.

#### ***II. REJECTION OF CLAIMS 1-3 AND 5 UNDER 35 USC §102(b)***

Claims 1-3 and 5 stand rejected under 35 USC §102(b) based on *Kobayashi*. Applicants respectfully request withdrawal of the rejection for at least the following reasons.

Claim 1, as amended, recites the feature wherein "at least one cam section is provided on the main chassis for driving the at least one arm, and an arm driving pin of each of the at least one arm is slidably engaged with a corresponding one of the at least one cam section".



*Fig. 5 of Present Application*

For example, Fig. 5 of the present application (reproduced above) illustrates that the sub chassis 1 is guided so as to be slidable with respect to the main chassis 21. The TR arm driving pin 2c of the of the TR arm 2 is slidably engaged with the cam groove 21a of the main chassis 21. The T3 arm driving pin 10c of the T3 arm 3 is

slidably engaged with the cam groove 21a of the main chassis 21. The S arm driving pin 4c of the S arm 4 is slidably engaged with the cam groove 21b of the main chassis 21. The T arm driving pin 7b of the T arm 7 is slidably engaged with the cam groove 21d of the main chassis 21. Thus, the arm driving pins 2c, 4c, 7b and 10c are all slidably engaged with the corresponding cam groove of the main chassis 21.

Conversely, *Kobayashi* does not teach or suggest “at least one cam section is provided on the main chassis for driving the at least one arm, and an arm driving pin of each of the at least one arm is slidably engaged with a corresponding one of the at least one cam section”, as recited in amended claim 1.

For example, the Examiner refers to arms 8, 9 and 10 of *Kobayashi* (shown in Fig. 4, for example, reproduced herein). The Examiner refers to cam groove 22b as the purported “cam section” (previously recited in claim 3). However, none of the arms 8, 9 or 10 have been shown to include an arm driving pin that is slidably engaged with the purported “cam section” 22b.

Accordingly, *Kobayashi* does not teach or suggest each and every feature recited in amended claim 1.

Applicants respectfully request withdrawal of the rejection based thereon.

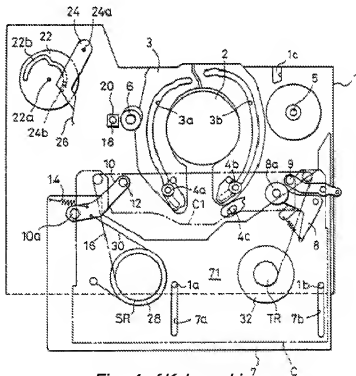


Fig. 4 of Kobayashi

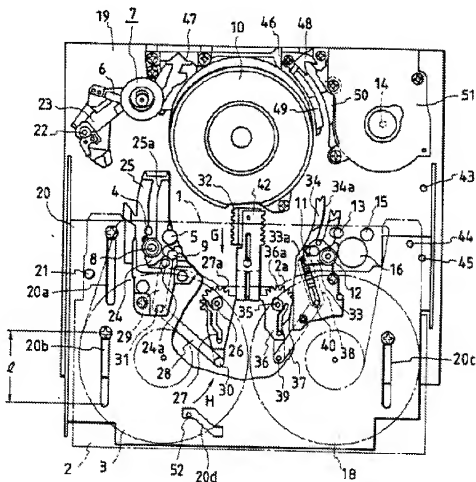
### III. REJECTION OF CLAIMS 1-4 UNDER 35 USC §102(b)

Claims 1-4 stand rejected under 35 USC §102(b) based on *Takeda et al.*  
Applicants respectfully request withdrawal of the rejection for at least the following reasons.

*Takeda et al.*, like *Kobayashi* discussed above, does not teach or suggest "at least one cam section is provided on the main chassis for driving the at least one arm, and an arm driving pin of each of the at least one arm is slidably engaged with a corresponding one of the at least one cam section", as recited in amended claim 1.

Referring to Fig. 5 of *Takeda et al.* (reproduced adjacent

hereto), a guide roller 8 and the slanted pin 9 are mounted on a guide base 24 slidably mounted in an elongated slot 25a of a guide rail 25 threadably secured to the movable chassis 20. The guide rail 25 is linked through links 27, 28 and 29 rotatably supported by a pin 26 on a rear side surface of the movable chassis 20. The link 27 has a geared portion 27a meshing with a rack 32, whereby the rack 32 is slidably mounted on the main chassis 19 in a direction shown by arrow G at the same level as that of the link 27.



(See, e.g., Col. 7, line 62 to Col. 8, In. 8; see also Figs. 5-8 which illustrate how the "arms" 28, 37 as referred to by the Examiner are driven by the geared portion 27a meshing with the rack 32).

Thus, applicants respectfully submit it is clear that the "arms" 27 and 37 in *Takeda et al.* are driven in a manner entirely different from the claimed arm driving pin and cam section as recited in amended claim 1.

As a result, applicants respectfully request withdrawal of the rejection of claims 1-4.

#### **IV. CONCLUSION**

Accordingly, all claims 1, 2, and 4-6 are believed to be allowable and the application is believed to be in condition for allowance. A prompt action to such end is earnestly solicited.

Should the Examiner feel that a telephone interview would be helpful to facilitate favorable prosecution of the above-identified application, the Examiner is invited to contact the undersigned at the telephone number provided below.

Should a petition for an extension of time be necessary for the timely reply to the outstanding Office Action (or if such a petition has been made and an additional extension is necessary), petition is hereby made and the Commissioner is authorized to charge any fees (including additional claim fees) to Deposit Account No. 18-0988.

Respectfully submitted,

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DATE: September 26, 2006

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